

ber of steel and wooden cars stored on the eastbound overhead express tracks.

A force of employees, who ran up with chemical extinguishers, found that some one had entered nine of the cars and put on the battery switches, which started the motors and burned out the batteries and wiring.

The fires were extinguished before they reached any of the wooden cars, but three trains were out of commission temporarily and a few ties burned. The company expected to have the trains running again during the rush hour.

About the same hour, a policeman on duty at a Lexington Avenue elevated station saw flashes of electricity and heard a popping sound from the street. He looked down in time to see the white hot trolley wire in Summer Avenue, between De Kalb and Greene Avenues, a distance of four blocks, fall to the street. Some one had inserted one end of a piece of gas pipe in the track and hung the other over the wire, short circuiting the current and burning out the wire. A force of men was put to work repairing the line under a police guard from the Gates Avenue Station.

Earlier in the night, while a two-car Franklin Avenue-Brighton Beach train was passing along the embankment between Elm Avenue and Kings Highway, it was showered with over-ripe eggs and broken bottles. Ten passengers suffered so from the eggs they had to get off at the next station and return home to change clothes. The bottles hit no one. The bombardiers got away.

The leaders of the Amalgamated Association declare that Mr. Garrison will fail to organize an adequate new transportation force and eventually must turn to its old men who have refused to return to work.

A meeting of the Executive Committee of the strikers will be held this afternoon to consider the matter of appealing to the American Federation of Labor for financial aid. One plan is to ask for an assessment of \$1 from each member of the A. F. of L., which would mean approximately \$3,000,000. Payment of the \$1 a week strike benefit for each strike will be effective on Sunday, when the strike will have been on for two weeks.

#### PEAK OF SERVICE REACHED ON B. R. T. LINES.

By 9 o'clock 174 elevated and subway trains were in operation, including 84 cars, and 51 surface lines with 327 cars. This marked the peak of service since the strike began a week ago last Sunday. An official of the B. R. T. said that there would be no further increase on any of the lines for the present, but that the company would continue to build up with the material now on hand.

"To increase the service earlier at this time," he said, "would more likely tend to build up operation and promote congestion. We will devote our efforts to building up the permanent organization. We have a good nucleus for the organization in the old employees who returned and experienced motormen and guards who came to us from other cities."

"All new men coming to us after yesterday noon will enter the service as such, whether they were former employees or not. They will receive 5 per cent more than was being paid at the time of the strike, but will have to start at the minimum wage paid by the company. The men returned to work after the strike of a year ago at a wage increase of 25 per cent. In July Receiver Garrison notified them that he would give them another 10 per cent increase on the wages they were receiving before the strike of a year ago, which would make an increase of 35 per cent on what they were getting on Aug. 23, when they struck."

It was announced by the B. R. T. this afternoon that the Flatbush-Seventh Avenue line would be operated to-night. The last car will leave Borough Hall at 11:30 P. M. This will be the first surface line operated at night since the strike began. Tomorrow night it is planned to add the Park Slope line and the Flatbush line and possibly the Green-Gates Avenue line.

Eighty-eight per cent of the normal mid-day B. R. T. trolley service was in operation in Brooklyn to-day, according to a report made by the company to the Public Service Commission.

The B. R. T. also reported that 30 per cent of its old employees had returned to work, but on the surface lines only.

#### HOW EVENING WORLD NAILED FAKE ON BABE RUTH INJURY

(Continued from First Page.)

denial of the truth of any such rumor, adding that it was clear to him that members at work trying to influence the odds. "It's a rotten trick and only goes to show what baseball betting has come to," he said.

A similar denial was received from Frank Roth, Field Secretary of the club, and then came the word from the Cleveland Plain Dealer, which the Evening World had called by telephone. The newspaper office in Cleveland said that a rumor of the accident had reached there, coming from several local branch establishments, but that it was not reported in Cleveland and that the fatalities had occurred on a road near that city. It was merely reported that the men had been in a motor accident somewhere.

The denial of the truth of the rumor went further as the afternoon wore on. Miller Huggins, manager of the Yankees, promptly wired that out a man had been hurt in a way, and as for Babe Ruth, the rumor was

## HARDING SCORED HIT IN MINNESOTA, REPUBLICANS' VIEW

Senator Did Better Than Was Expected According to Leaders of the Party.

GREETED BY CROWDS.

Left Good Impression as His Opponent Did—Reception Likened to Roosevelt's.

By David Lawrence.  
(Special Correspondent of The Evening World.)

ST. PAUL, Sept. 9 (Copyright).—Senator Harding made a hit in Minnesota. Democrats who saw his reception in the Twin Cities will hardly begrudge that statement and Republicans will privately admit that the Senator did ever so much better than they expected. He was to them a pleasant surprise—a dignified figure with plenty of human qualities to catch the imagination of a crowd ready from the outset to like him.

Comparison of the reception given Gov. Cox two days ago and that given Senator Harding is not difficult, for the conditions were almost exactly the same. Both candidates talked at the same State Fair. The Democratic nominee faced a hostile crowd, the Republican nominee stood before a reverent, almost affectionate audience. They liked Harding's pictures before they saw the man. They were ready believers in his philosophy of anti-Wilsonism; they were born-and-bred Republicans and felt satisfied Warren Harding came from good Republican stock and would do.

Gov. Cox, on the other hand, won friends and made some votes. He left a good impression but as one Republican expressed it even George Washington couldn't carry Minnesota on the Democratic ticket this year. The Democratic nominee won more applause when he drove a horse around the race track than by his speech at the State fair but he did get a rousing reception when he spoke at the Auditorium at night.

Senator Harding's first experience away from the front porch was, on the whole, a big success. The National Republican Committee selected a good place for the experiment. The twin cities are more than eager for "normalcy," and most people here who cheered Harding imagine he will bring some sort of change in economic conditions that will relieve them of present-day worries.

Both Gov. Cox and Senator Harding were asked not to talk politics at the State fair. The Democratic nominee spoke of his candidacy therefore only by implication. The Republican nominee was in the hands of friends on the State fair board and took all sorts of liberties even to the cataloging of Republican pledges. And the crowd relished it. They understood his discourse on agriculture, liked the tone of his voice and the cut of his jaw and gave him the kind of a greeting that was unmistakable both in warmth and sincerity.

Over in Minneapolis the Senator captured the town even more decisively. Streets that turned out hundreds to see Woodrow Wilson a year ago were packed from store window to curb. Some of the natives say Theodore alone got such a reception in Minneapolis. Certainly the writer can testify that Minneapolis, while generous in its applause at Wilson meetings, never stopped work in mid-day to the extent that thousands of people did this time for Senator Harding.

Similarly in St. Paul in the evening, the Republican nominee stood in the State capitol and shook hands with thousands of people. For two hours the eager Republicans waited for a chance to greet Mr. Harding. It reminded one of White House receptions of ancient days when long lines of guests waited patiently to shake the hand of the Chief Executive.

What does it all mean? The writer asked a Republican friend whose judgment isn't as partisan as his political affiliations might indicate. He said it was the desire of the people to greet a new Presidential figure. Indeed, it suggested in its psychology the long-live-the-king enthusiasm which came out of the body politics when there is a change in rulers in other lands.

Eight years is a long time for a man to be President of the United States and Minnesota's greeting to Harding was that of a Republican stronghold eager to see the citadels of the Waldorf-Astoria and perhaps been put on a wire to the West as soon as the plotters had their story all cooked up. However, the rumor did not get on the wires of the brokerage houses and one of the reports stated that the entire Yankee team had been in a train wreck while on the way from Pittsburgh to Cleveland when they started to-day a series with the Cleveland Indians.

Then the Evening World went on the street telling the real news—as it does always.

## Skirts in Golf Are Now Old Timers; Knicky's Are In—Good to Look At



NEW GOLFING COSTUME. The picture is that of Miss Hortense Lederer of Chicago, whose family was rich before the war. She has perfect command of the "you-call-it when she aims for a home run at the poor little ball. There's comfort in watching her—even if she fumbles.

## \$80,000 COLLECTED FOR G. O. P. FUND IN COLUMBUS, O.

(Continued from First Page.)

by Edmund Moore, his personal representative, the Governor's copy was found to be incomplete. An entire paragraph which appeared in Mr. Blair's copy was omitted from that sent by the Governor. The paragraph suggested that contributions of \$5,000 and \$10,000 be accepted, removing the \$1,000 limit fixed by Chairman Hays. The copy furnished by the Governor merely suggested that contributions of "from \$5,000 upward be received."

While he planned drives in fifty-four cities, Mr. Blair said, it was found impossible to carry out the program because of local conditions in some places. He mentioned Minneapolis, St. Paul, Dallas and Houston as cities where the drives were abandoned because it was "not expedient," he said, to start them. "Our experience in Atlanta was not so encouraging," he explained, referring to the testimony yesterday of C. W. McClure, Georgia State Chairman, about the failure of the drive there.

In answer to a question by Senator Reed if he contemplated organizing drives in fifty-four cities? the witness said yes.

"So if Gov. Cox or any other man charges you had plans for organizing in fifty-one cities, he simply understated, didn't he?"

"Yes, sir."

ONE COPY OF FORM GONE OUT OF HIS OFFICE.

Mr. Blair testified that one copy of form No. 101, which he said was never issued, when the National Ways and Means Committee rejected it, had gone out of his office. Either Harvey H. Mather, Kansas Ways and Means Chairman, or Paul C. Gehert, Kansas director, had received it, he said.

Senator Reed attempted to bring out that document which Mr. Blair said displaced Form No. 101 was not intended for that purpose, and asked how Dudley S. Blomson of Cleveland, who testified yesterday, had been able to follow the Form No. 101 plan exactly if he had never seen it.

Mr. Blair explained that the campaign plan was commonly used for money drives for hospitals, Y. M. C. A. buildings and in war drives, and that all his assistants had worked in such activities and knew the general procedure.

Senator Reed read from the subcommittee a sentence saying a plan of campaign was appended, and asked for a copy of that plan.

"Why, that was Form No. 101," Mr. Blair said, but later withdrew his answer on the ground that he had misunderstood the question, and declared that in spite of the statement in the subcommittee document no campaign plan was attached to it.

In presenting a document labeled "Confidential information for regional directors" of the Republican campaign,

campaign, the witness said the information was confidential because it was issued nearly a year ago and at that date it was desirable to keep the knowledge of Republican plans from the opposition.

Senator Reed finally obtained assent to propositions that the National Ways and Means Committee appointed the State Chairmen, then sent paid workers to aid these chairmen and finally by taking money raised by these agencies approved their acts.

"So if a quota of \$400,000 was fixed for Cleveland, by the State Chairman and used as a goal by your paid workers there, your National Committee approved it and is responsible?" suggested the Senator.

Mr. Blair explained that the leaders of the Cleveland Drive asked that they be allowed to raise \$350,000 as that city's part of the Ohio quota of \$400,000, with the proviso that if they went to \$400,000 the difference would be applied to the purpose of the County Committee in Cuyahoga County.

When asked if instructions had been issued to slow up because of the revelations before the committee, he answered:

"Not to slow up but to speed up, as a matter of fact subscriptions

have been increasing since Gov. Cox made his charges to such an extent that I think he really ought to be satisfied with my paid workers."

"If you approve his work that makes us unanimous," said Senator Reed, "for we think he is doing a great work."

"Voluntary subscriptions have also increased because many people think we are being persecuted," supplemented the witness.

"Do you mean that this committee is persecuting you?" interjected Senator Kenyon.

"No, sir," said Mr. Blair, "but many people think that the Republican committee's plan of a campaign for direct covenants openly arrived at is being misrepresented; if I may be permitted to quote our President."

TESTIMONY TURNS TO DISPUTE WITH SENATOR.

The testimony turned to the dispute between Senator Reed and Mr. Blair as to the amount of publicity that was desired by the Republican managers. The witness said there were two phases of the fund drive—first, an attempt to get contributions of from \$100 to \$1,000, and second, "a popular campaign for small contributions from the many" after the National Convention had been held and "the rank and file aroused to the issues of the campaign."

Senator Reed asked if there was a plan for a big drive near the close of the campaign. Mr. Blair said he had drawn a proposal for a "last week" campaign, but it had been modified to apply to the general popular campaign opening this month and providing for contributions from twenty-five cents up. Mr. Blair said his more elaborate plan was given up because certain conditions were laid down by Col. William Boyce Thompson, Chairman of the National Ways and Means Committee.

Under questioning by Senator Reed he said the chief conditions were an edict that the Blair proposal should not apply to the seven Eastern States where Col. Thompson has full charge. He said that these seven States contained 35 per cent of the Republican voters who might be expected to contribute, but his elaborate explanation was stopped by Chairman Kenyon, who said the committee wished "to get rid of speeches by both sides."

Mr. Blair then gave a list of paid workers supplementing that turned in last night. They proved to be assistants to State directors in Illinois, Indiana and Ohio, and two general traveling representatives working out of the Chicago headquarters. These latter were Frank Alvis and C. A. Fenger. For Illinois F. A. Hahn and W. B. Thweatt of Peoria and W. E. Stokes of Chicago were named; for Indiana, F. M. Dickerman and F. L. Sims, and for Ohio, R. O. Atkinson, now stationed at Cincinnati.

Mr. Blair, asked to name cities in which special agents were located, recalled Boston, Cleveland, Cincinnati, Columbus, Toledo, Akron, Youngstown and Springfield, Ohio, and Detroit. He said there were about twenty in all. He said the Columbus campaign had yielded about \$50,000. Dayton, he said, had not been fruitful ground nor had Springfield. He said he knew of no campaign in Zanesville, Sandusky, Hamilton, Steubenville, Middletown and other cities of that class aside from the usual county campaigns. A Mr. Verity, steel manufacturer, was mentioned as having charge in some of these centers. The witness had an indistinct recollection of a campaign of some sort in Portsmouth.

In Michigan there were no special organizations outside of Detroit, Mr. Blair said, and similar conditions ex-

isted in Indiana. The campaigns in Indianapolis, Fort Wayne and South Bend had not been particularly successful, he said.

Chicago was well organized, the witness said, but in Milwaukee the organization was so modified as to make it scarcely worth mention. San Francisco, Los Angeles and Denver were mentioned as organized, but Mr. Blair said that campaigns were still in the contemplated stage in St. Louis and Kansas City.

Asked about Seattle, the witness said the State Central Committee wished to conduct the drive for Washington's \$60,000, under State auspices and the National Committee had no organization there. That the quotas for Seattle and Spokane were not fixed by the National Ways and Means Committee was brought out.

In Oregon the National Committee was organized, but the Ways and Means chairman for the State had resigned and there was no particular drive in Portland. The witness said the figures of \$25,000 for Georgia, and returns of about \$11,000 spoke for themselves.

Eastern drives were not within Mr. Blair's direct knowledge. He said he had been told that New York and Pittsburgh were organized but understood that Philadelphia were not, explaining those places were in the territory of Col. William Boyce Thompson.

An alleged attempt by Charles S. Boeschenstein, Democratic National Committeeman for Illinois, to solicit campaign funds from a Postmaster was presented to the committee at second hand by William O. Farlow of Augusta, Ill., a farmer. Farlow had volunteered his testimony and said that his evidence consisted of five letters addressed to Joseph H. Coffman, Postmaster at Augusta, and a written statement from the latter certifying that he had given the letters to Mr. Farlow.

The committee agreed that the evidence was not entirely competent in that form, but it was received. The first letter was dated Jan. 22, there was another March 4 and three in April. All were signed with Mr. Boeschenstein's name. The letters emphasized that "contributions must be voluntary," and one of the letters was rubber stamped for delivery "at home address only." Farlow said the Postmaster was a Progressive and added that he was himself a Republican "and proud of it."

ONLY ONE LEG TRIES TO DIE

Bronx Man Leaps Off Riverside Drive Viaduct.

Charles Hayes of No. 2775 Bessford Avenue, Bronx, whose right leg had been amputated at the knee, attempted suicide this afternoon by jumping off the Riverside Drive viaduct between 124th and 135th Streets. He was taken to Knickerbocker Hospital dying with internal injuries and both arms broken. In his pocket was a note, "Dear Mother and Brother, forgive me, I could not stand it any longer."

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